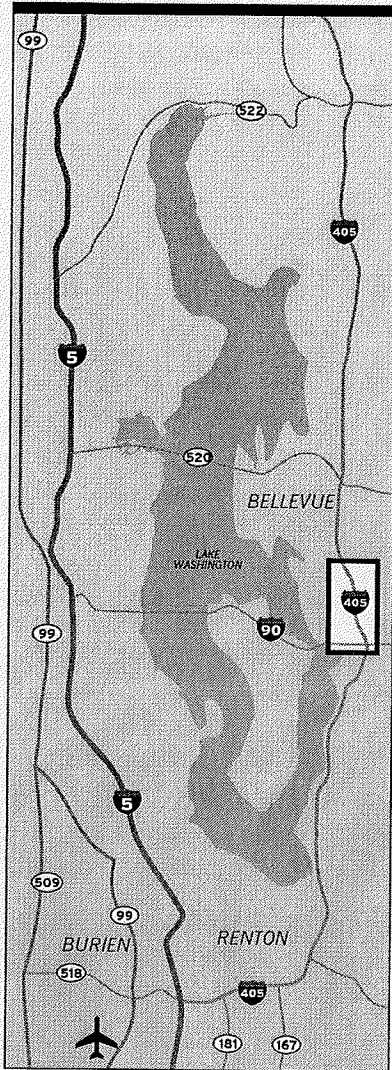




Bellevue Nickel Improvement Project



Today's open house meeting is an opportunity to provide input into what will be studied during the environmental review for the Bellevue Nickel Project. Before construction can begin, project level analysis is required to confirm all potential natural and built environmental impacts within the project limits—from SE 8th Street to I-90 along I-405.

Please provide your comments in the areas below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by February 10, 2005.

1. What aspects of the environment do you think should be studied and why?

The additional noise that will be impacting my home (Mercer Park Condos).

2. Please describe any concerns you may have about potential environmental impacts.

It's already noisy - especially during "Rush" hour. If you're going to bring the free way closer to me, please install a noise barrier between 405 + Mercer Park (BN RR).

3. What measures should WSDOT consider to reduce potential impacts?

A noise deadening wall and a row of air trees.

I-405 Bellevue Nickel Project

- Build one new northbound lane between I-90 and SE 8th Street
- Build one new southbound lane between NE 4th Street and I-90 and reconstruct of the Wilburton Tunnel
- Widen northbound bridge over BNSF railroad and southbound bridge over SE 8th Street
- Extend existing southbound lane exiting at I-90 to begin in the SE 8th vicinity

Please provide your comments on this project by February 10, 2005

(over)





Comment Form

4. Do you have any other comments about the proposed project?

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place
stamp
here
to mail

Paul Krueger
Bellevue Nickel Improvement Project
WSDOT
600 - 108th Avenue NE, Suite 405
Bellevue, WA 98004-9800

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For additional questions or comments, contact:

Paul Krueger

kruegep@wsdot.wa.gov

425-456-8500

www.wsdot.wa.gov/projects/I-405

To be added to our mailing list or for a formal WSDOT response, provide your contact information:

Name

S. Shoults

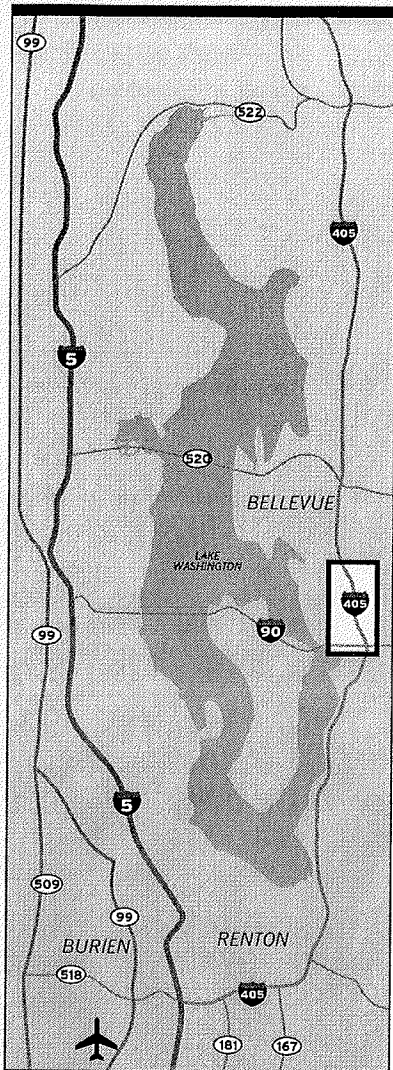
Address

2610 118th Ave SE #202 Bel. 98005

Phone and/or email



Bellevue Nickel Improvement Project



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1. What aspects of the environment do you think should be studied and why?

Part of 108th St is exposed to the noise generated from I-405. There is a direct line of sight west to 108th from I-405.

2. Please describe any concerns you may have about potential environmental impacts.

NOISE

3. What measures should WSDOT consider to reduce potential impacts?

Tunnel the N & S lanes I-90 to NE 8th Street. The walls suggested cannot adequately decelerate traffic noise.

(over)

I-405 Bellevue Nickel Project

- Build one new northbound lane between I-90 and SE 8th Street
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- Extend existing southbound lane exiting at I-90 to begin in the SE 8th vicinity

Please provide your comments on this project by February 10, 2005





Comment Form

4. Do you have any other comments about the proposed project?

Obviously every road
project improvement soon gets
to capacity and the new
construction becomes over capacity
I do ^{NOT} need or want this I-405
widening.

fold here—tape closed before sending

place
stamp
here
to mail

Paul Krueger
Bellevue Nickel Improvement Project
WSDOT
600 - 108th Avenue NE, Suite 405
Bellevue, WA 98004-9800

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For additional questions or comments, contact:

Paul Krueger
kruegerp@wsdot.wa.gov
425-456-8500

www.wsdot.wa.gov/projects/I-405

To be added to our mailing list or for a formal WSDOT
response, provide your contact information:

Name

Alan W. Smith ?

Address

1632 N 99th Ave SE Bellevue 98004

Phone and/or email

alan.smith@faa.gov



I have a comment about the:

☒ I-405 Bellevue Nickel Project ☐ SR 509/SR 518 Interchange Project

☒ I-405 Renton Nickel Project ☐ SR 518 Sea-Tac Airport to I-5 Project

Comment: The "on ramps & off"
are designed poorly - not enough
time! It's a wonder there aren't
more deaths because of this. If
new ones are added, this should be taken into consideration

☐ Please contact me: Name: Marcia Smith
Mailing Address: 260? S Battick Ct So
Phone: _____
Email Address: _____



Washington State
Department of Transportation

I have a comment about the:

- ☒ I-405 Bellevue Nickel Project ☐ SR 509/SR 518 Interchange Project
☐ I-405 Renton Nickel Project ☐ SR 518 Sea-Tac Airport to I-5 Project

Comment: Please do not use the BNSF
railroad ROW for vehicles or transit.
It should be used only for hiking
once the railroad has no further
use for it. Thank you!

☐ Please contact me: Name: Lesley Stuart
Mailing Address: 11804 SE 5th St
Phone: Blair, WA 98005
Email Address: lesley.stuart@gmail.com



Washington State
Department of Transportation

I have a comment about the:

- ☐ I-405 Bellevue Nickel Project ☐ SR 509/SR 518 Interchange Project
☐ I-405 Renton Nickel Project ☐ SR 518 Sea-Tac Airport to I-5 Project

Comment: You are always cutting more
roads. It's like a cancer. The more
you cut, the more cars come. We need
to educate about fewer car trips, car-
pooling & use of mass transit. The roads

☐ Please contact me: Name: are ruining our environment

Mailing Address: Penée Such

Phone: 6015 158th NE

Email Address: Redmond WA 98052

425-702-8847



**Washington State
Department of Transportation**

I have a comment about the:

- ☒ I-405 Bellevue Nickel Project ☐ SR 509/SR 518 Interchange Project
☒ I-405 Renton Nickel Project ☐ SR 518 Sea-Tac Airport to I-5 Project

Comment: ITS time to stop putting band-aids on our interstates
when people are taking parallel roads to avoid
freeway back-ups, it tells you there are not enough
lanes. Instead of adding one, 405 should be 6 lanes
N+S, 167 should be 4 each way + HOV-LOOK AHEAD!

☐ Please contact me: Name: _____

Mailing Address: _____

Phone: _____

Email Address: _____



Mr. Curtis D. Tatro
419 Renton Ave. S
Renton, WA 98055-3015



I have a comment about the:

- ☒ I-405 Bellevue Nickel Project ☐ SR 509/SR 518 Interchange Project
☒ I-405 Renton Nickel Project ☐ SR 518 Sea-Tac Airport to I-5 Project

Comment: I want to see Monorail
considered/implemented in 405
corridor and all major corridors,
to provide a transit system that
will move people and not add to surface
congestion

☐ Please contact me:

Name:

Keith Wilbur

Mailing Address:

575 13th Ave, W. Kirkland, WA

Phone:

Email Address:



Post Office Box 90012 • Bellevue, Washington • 98009 9012

February 10, 2005

Mr. Paul Krueger
Bellevue Nickel Improvement Project
Washington State Department of Transportation
600 108th Ave NE, Suite 405
Bellevue, WA 98004-9800

RECEIVED
FEB 14 2005
URBAN CORRIDORS
I-405 Project

Re: Scoping comments on I-405 Bellevue Improvement environmental assessment

Dear Mr. Krueger,

The City of Bellevue is pleased that the Washington State Department of Transportation is moving forward with implementation of the I-405 Corridor Program. The "Bellevue Improvement", or Bellevue I-405 Nickel Project, will bring a welcome solution to chronic traffic congestion between downtown Bellevue and Interstate 90. This improvement will support sound growth management principles by helping to focus development in the downtown Bellevue urban center and will enhance the value of the recent Access Downtown transportation improvements. Additionally, we anticipate that it will compliment the Sound Transit I-90 Two Way Transit/HOV Project by improving the downtown Bellevue to I-90 connection. Combined, the Access Downtown project, Bellevue Improvement, and I-90 Two Way Transit/HOV Project should greatly improve mobility between South King County and East King County, and between Seattle and Bellevue. These improvements will also prepare the system for future SR 520 reconstruction. We anticipate that additional I-405 improvements in downtown Bellevue will be necessary to ensure adequate access and sufficient capacity for through volumes. The City looks forward to continuing our agency partnership and working cooperatively to build the project.

As WSDOT develops the environmental assessment for the project please note the City's areas of interest.

Traffic Impacts

I-405 is often referred to as Eastside's Main Street. As you are aware, it carries high vehicle and person volumes and is congested for over nine hours each day between SR 520 and I-90. Similarly, parallel City arterials are heavily used. During the construction of Access Downtown, Bellevue worked with WSDOT and Sound Transit to minimize traffic disruptions on I-405 and on local streets. The project was a great success. We are confident that this success can be repeated. However, we are looking to the environmental assessment to articulate potential traffic impacts during and after construction, and how they can be mitigated. The environmental assessment should evaluate potential traffic diversion to City arterials such as Bellevue Way, 112th Avenue Southeast, Southeast 8th Street, Lake Hills Connector/Richards Road and others during construction.

Upon completion of the project we anticipate that more traffic will be drawn to the Southeast 8th Street interchange. We are hopeful that the improvement will alleviate some congestion on Bellevue Way. Currently, Bellevue Way is highly congested with regional traffic that would more appropriately be served by I-405. The proposed Southbound high occupancy vehicle lane from Southeast 8th Street to the Westbound I-90 High Occupancy Vehicle flyover ramp should improve transit and carpool access to Seattle and points beyond.

Noise

Traffic noise is a long-standing and growing area of concern in Bellevue. Existing noise walls shelter the Woodridge neighborhood East of I-405 and must be maintained and improved, if justified. Businesses and residents to the West of the freeway are currently not protected from noise. The City expects to work closely with WSDOT in reviewing existing and projected noise levels in proximity to the proposed project. While we recognize that many of the sensitive noise receptors are somewhat distant from I-405, we expect that consideration will be paid to noise issues during the design process and subsequent mitigation efforts. The City continues to track WSDOT's ongoing research of alternative noise mitigation strategies, such as quiet pavement technologies. Ultimately, we are confident that an appropriate balance will be reached in providing improved access to the City and minimizing negative impacts to the City's neighborhoods.

Historic and Visual Resources

The Burlington Northern Santa Fe Wilburton Railroad Trestle is in close proximity to the proposed project. The trestle is listed on the Washington State register of historic resources and is considered a major asset to the City. It is one of a limited number of remaining historic structures in East King County and is treasured by the City's residents. Based upon review of the information provided at the January 25th 2005 agency scoping meeting, it does not appear that the project will have any effect on the trestle. However, as the environmental review progresses and design alternatives are considered special care should be given to avoiding impacts to this structure. Similarly, many residents in the project area consider the trestle a major visual asset. The City seeks to preserve the visibility, architectural, and structural integrity of the structure.

Trail at the Burlington Northern Santa Fe Railroad Crossing

The 1999 City of Bellevue Pedestrian and Bicycle Plan Update calls for a hard surface trail within or parallel to the BNSF Railroad right of way. Key to the Bellevue Improvement is the freeway crossing. WSDOT is proposing to construct a new tunnel adjacent to the existing Southbound Wilburton Tunnel as a main feature of the project. The new tunnel will feature a "lid" that will serve as the bridge deck for the railroad. In the Northbound direction a lane will also be added, necessitating that the railroad undercrossing be expanded. Bellevue will pursue an expanded Southbound tunnel/"lid" and Northbound railroad overcrossing to accommodate a quality trail crossing of the freeway. The crossing must be designed to ensure safety and maximize wildlife benefits.

Mercer Slough Tributaries

The City conducted a comprehensive stream inventory in 2001. Investigation of the two minor tributaries east of Mercer Slough and in the I-405 Bellevue Nickel project area were found to be fish bearing. In the first tributary (74_01_1), survey efforts revealed numerous stickleback, whose distribution extended well upstream. There was minimal flow in this

segment, and the stream resembled a series of several small wetlands with surface-water connections. Segment 74_01_2 began upstream as a typical pool-riffle sequence with a medium-sized cobble substrate, before flowing into an extensive wetland. Attempts to locate an outfall into the slough were unsuccessful, and it is suspected that the connection is sub-surface. The upstream end was thoroughly sampled, but no fish were found. A series of channel-spanning weirs had been installed in the channel as part of a previous restoration project to increase pool habitat, but the pools are now isolated due to a lack of flow. Insufficient flow and a disconnection from the slough may explain the absence of fish in this reach.

Wildlife and Habitat Linkages

The Mercer Slough wetland provides resting, feeding and breeding habitat for a wide diversity of birds, including many priority species. Special attention should be taken to maintain or improve the existing habitat linkages. This is especially true given the proposal to rebuild the Wilburton tunnel. The opportunity exists to optimize the lid design (assuming a tunnel) to incorporate habitat features that would influence the dispersal behavior of species and link Mercer Slough with Kelsey Creek and the habitat patches in Wilburton and Richards Valley. A heavily landscaped solution designed for both wildlife and humans would be ideal. Preservation or enhancement of intermittent patches, especially in the remaining natural area in the median are also important. Such a solution should be combined with a multi-purpose trail.

Impacts on Mercer Slough

Mercer Slough is a wetland of regional significance that functions as a significant habitat oasis in the middle of the City. The addition of a significant increase in impervious surface may create additional wetland impacts to this important wetland. It is important that impacts to the wetland be mitigated by managing high runoff volumes and rates of flow during the wet season and guard against water supply depletion during the dry season. The project should study localized impacts on the wetland of discharging increased volumes to the Slough to determine if the hydroperiod will be significantly affected. Use of infiltration basins and trenches should be required where the soils and topography allow. Every attempt should be made to stabilize discharge points and prevent ongoing erosion problems from further degrading the wetland. The project should ensure water discharged to existing watercourses will not create downstream sedimentation or other habitat impacts. This should include addressing potential construction impacts and mitigation in the vicinity of the Mercer Slough and Kelsey Creek.

Localized Wetland Impacts

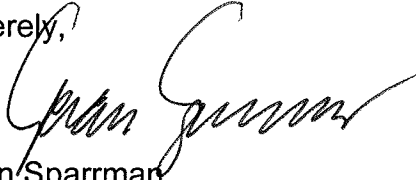
Impacts to the wetland in the median should be mitigated either on site, or preferably, through enhancement to degraded areas within Mercer Slough.

Storm Drainage Pond abutting Kelsey Creek

The impacts associated with operation and construction of this pond are of particular concern given its location abutting an existing fish ladder. The location and sizing of the discharge should be addressed in terms of its potential impact to fish stacking up in the pool below. A comprehensive restoration plan should be anticipated. During construction of the prior facility, discharges to Kelsey Creek were an issue, especially during the installation of the discharge pipe.

Again, Bellevue remains strongly supportive of the I-405 Bellevue Improvement. We look forward to working with you during the environmental assessment and subsequent design and construction. If you have any questions about the City's scoping comments please contact Bernard van de Kamp, Regional Projects Manager at 425 452-6459. The City will work with WSDOT and assign appropriate staff to the project as it progresses to address issues concerning the design, the environment, public relations, etc.

Sincerely,

A handwritten signature in black ink, appearing to read "Goran Sparrman", written over the word "Sincerely,".

Goran Sparrman
Director
Bellevue Transportation Department

Commenters for which no comment card or letter is available:

Renay Bennett

John Denier

Heidi Elo

Lawrence, Chad & Kimberly Mauldin

Janine McDonald